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# REPORT

OF THE

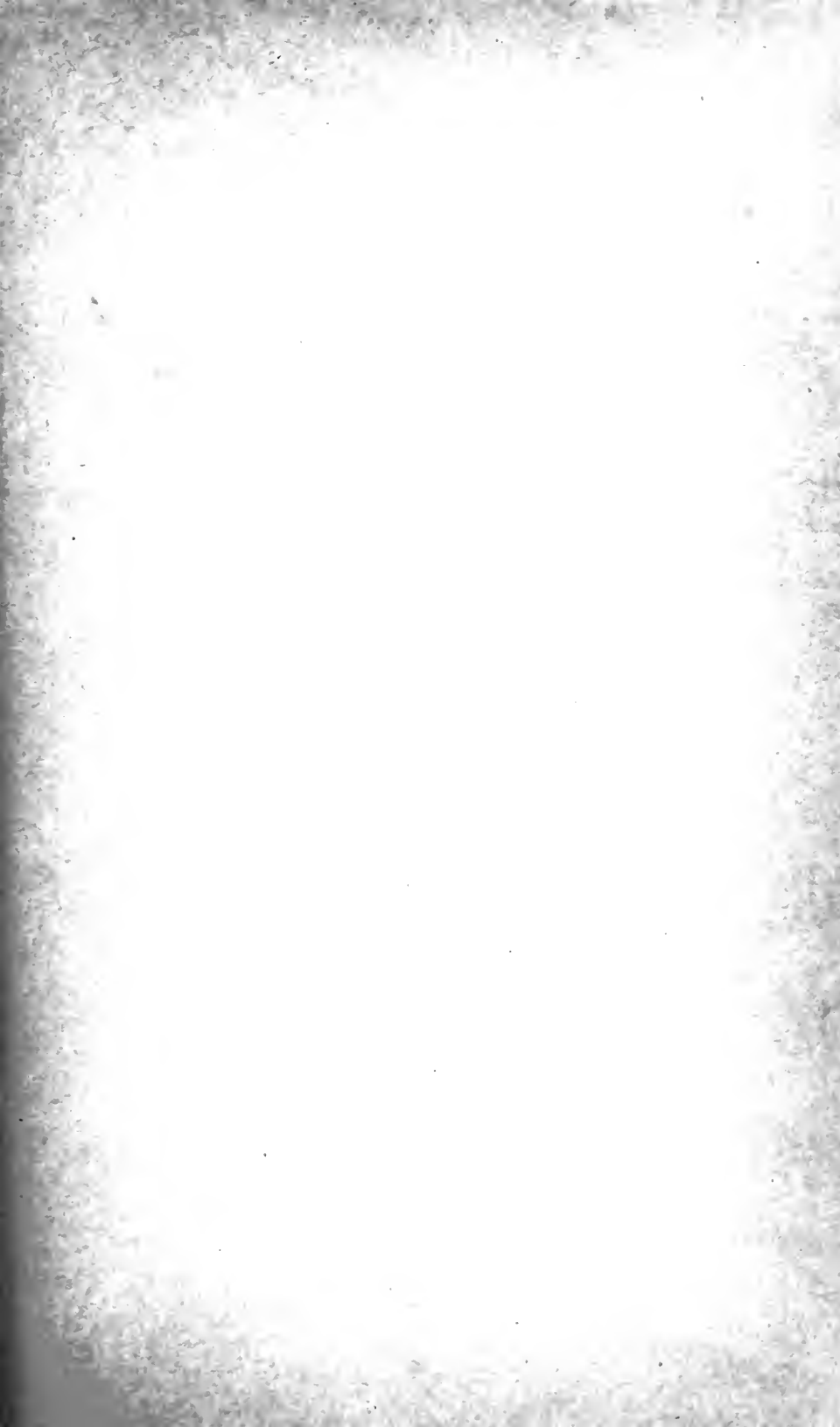
## Board of State Harbor Commissioners for the Port of Eureka

July 1, 1910, to June 30, 1912



FRIEND WM. RICHARDSON, SUPERINTENDENT OF STATE PRINTING  
SACRAMENTO, CALIFORNIA  
1912





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## Board of State Harbor Commissioners for the Port of Eureka

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# BOARD OF STATE HARBOR COMMISSIONERS

FOR THE

## PORT OF EUREKA.

W. H. H. HECKMAN-----Eureka  
H. H. WOODCOCK-----Eureka  
ADOLPH OHMAN -----Eureka

### OFFICERS.

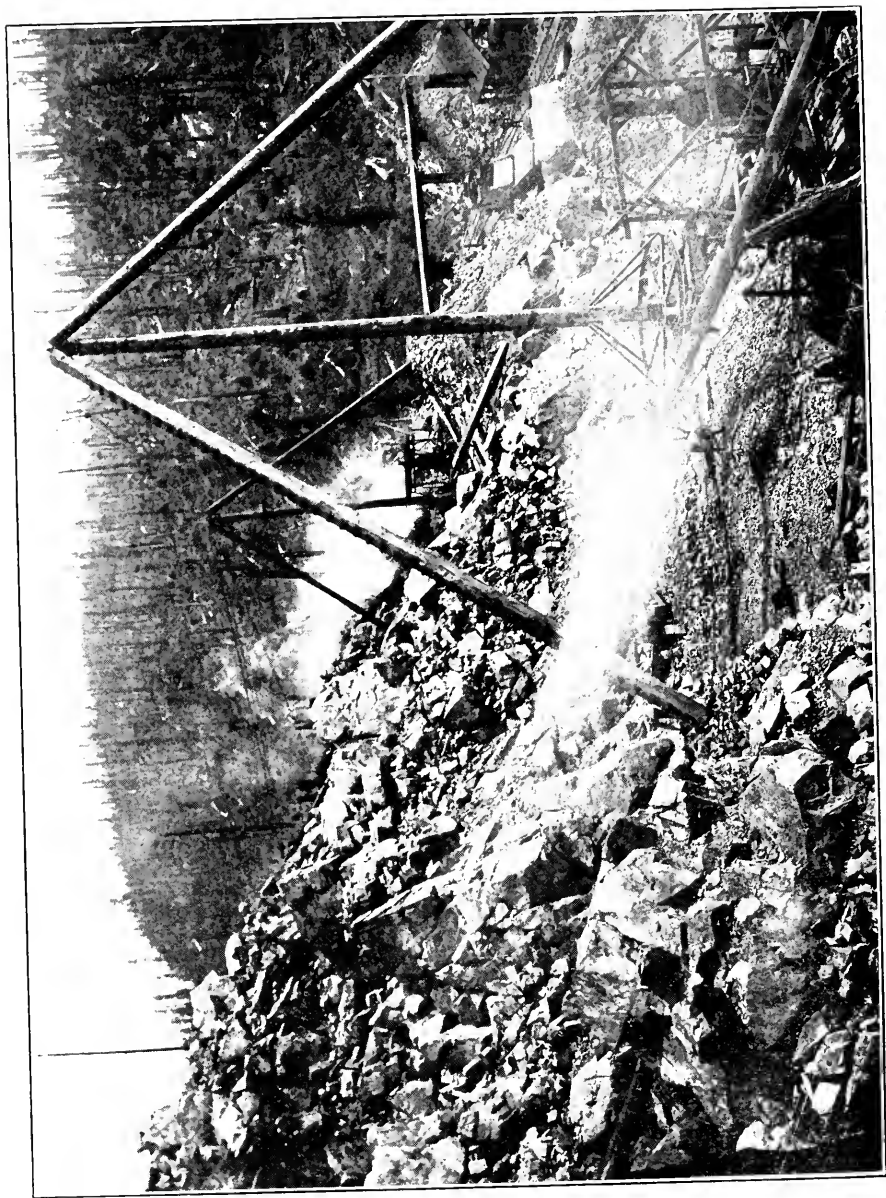
W. H. H. HECKMAN-----President  
G. E. CAMPBELL-----Secretary  
S. S. SILKWOOD-----Harbor Master



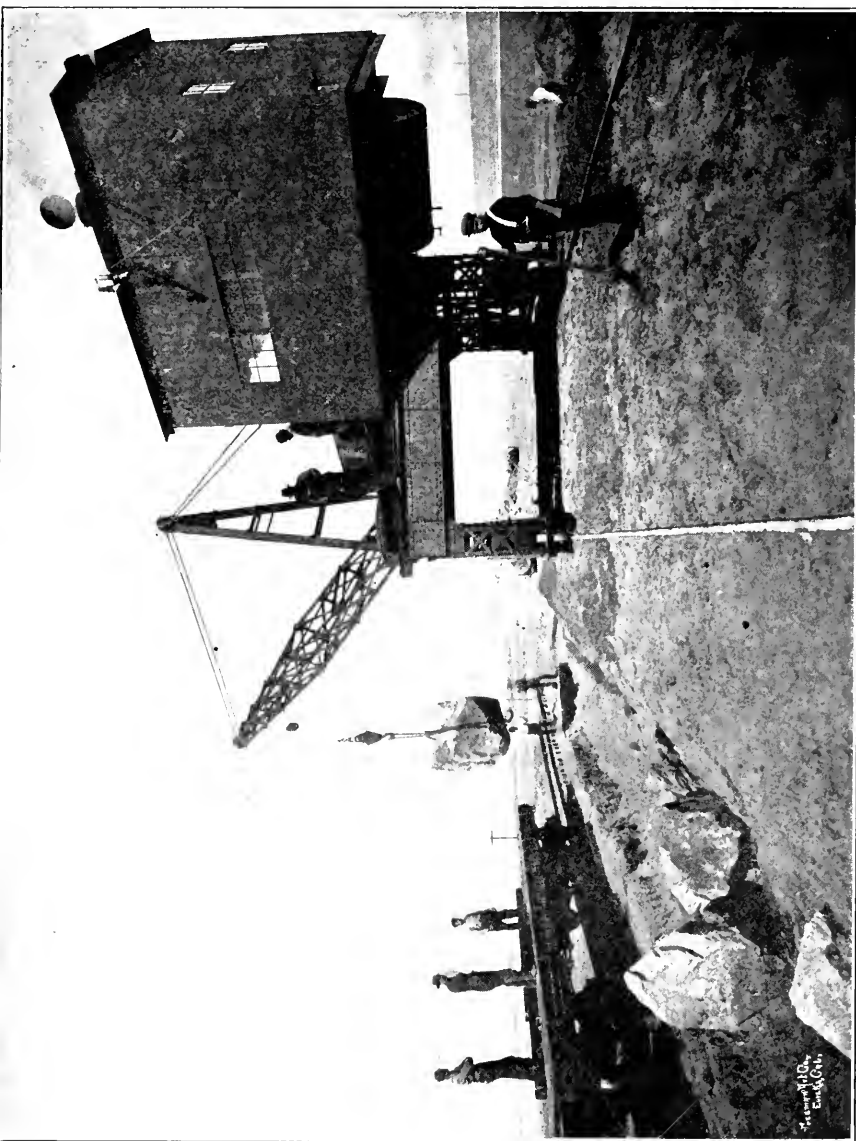
South jetty, looking seaward.

Photograph by C. H. ...  
Copyright 1904



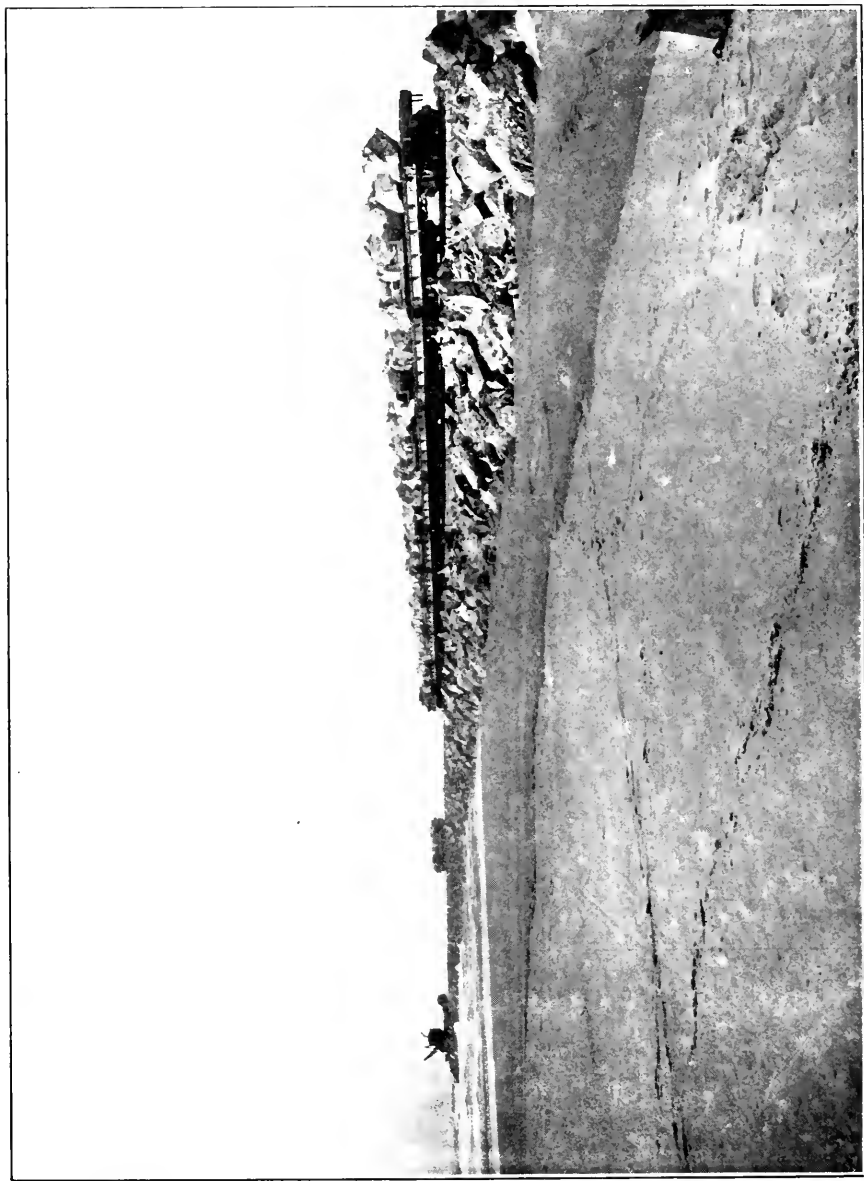


Yacoby Creek quarry from which rock is taken for jetty construction.

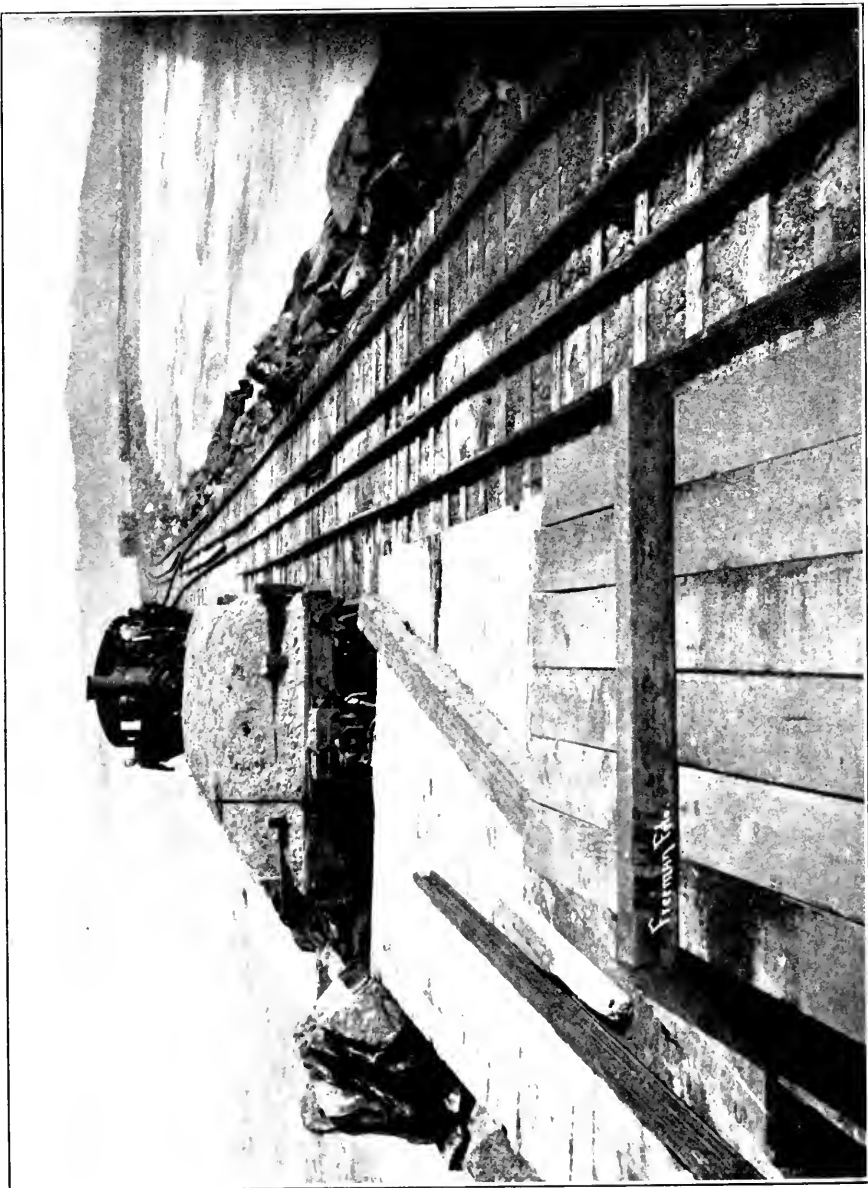


Placing rock for jetty construction.

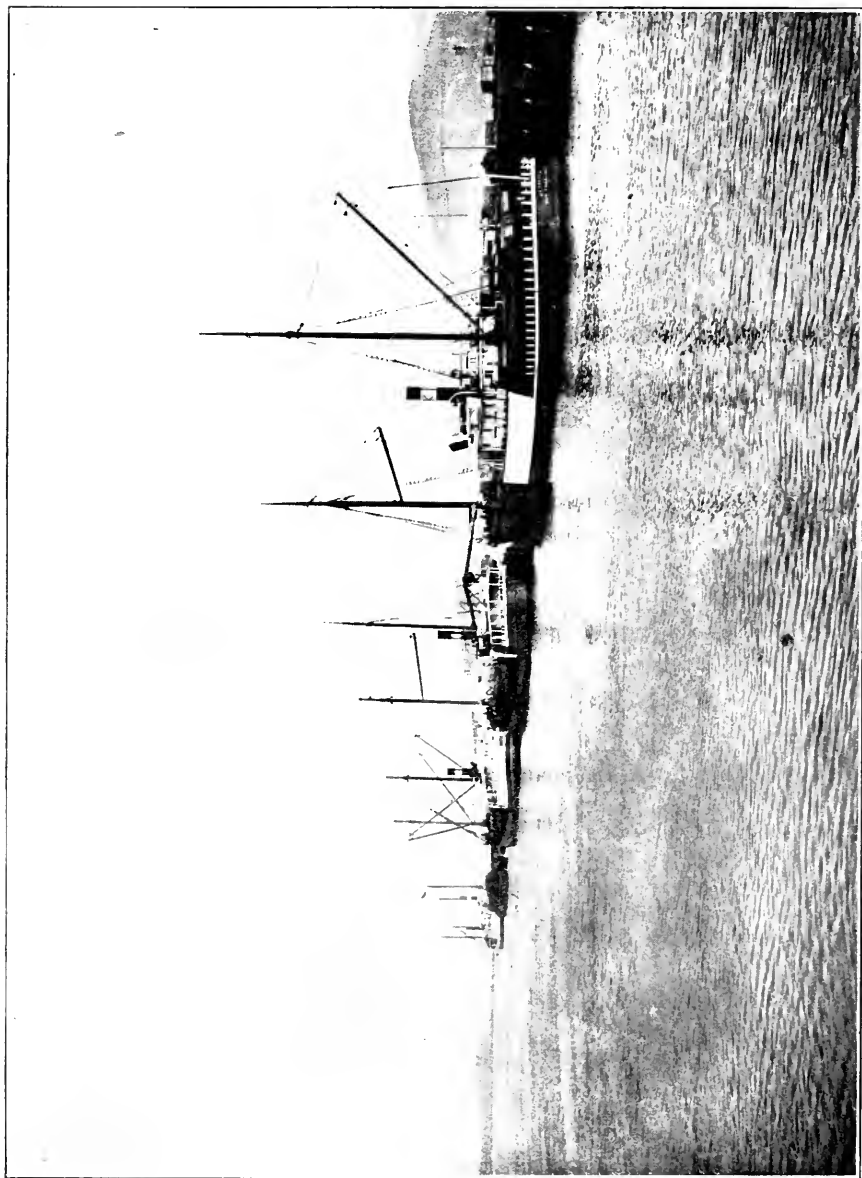
Harvey N. Dyer  
East of City



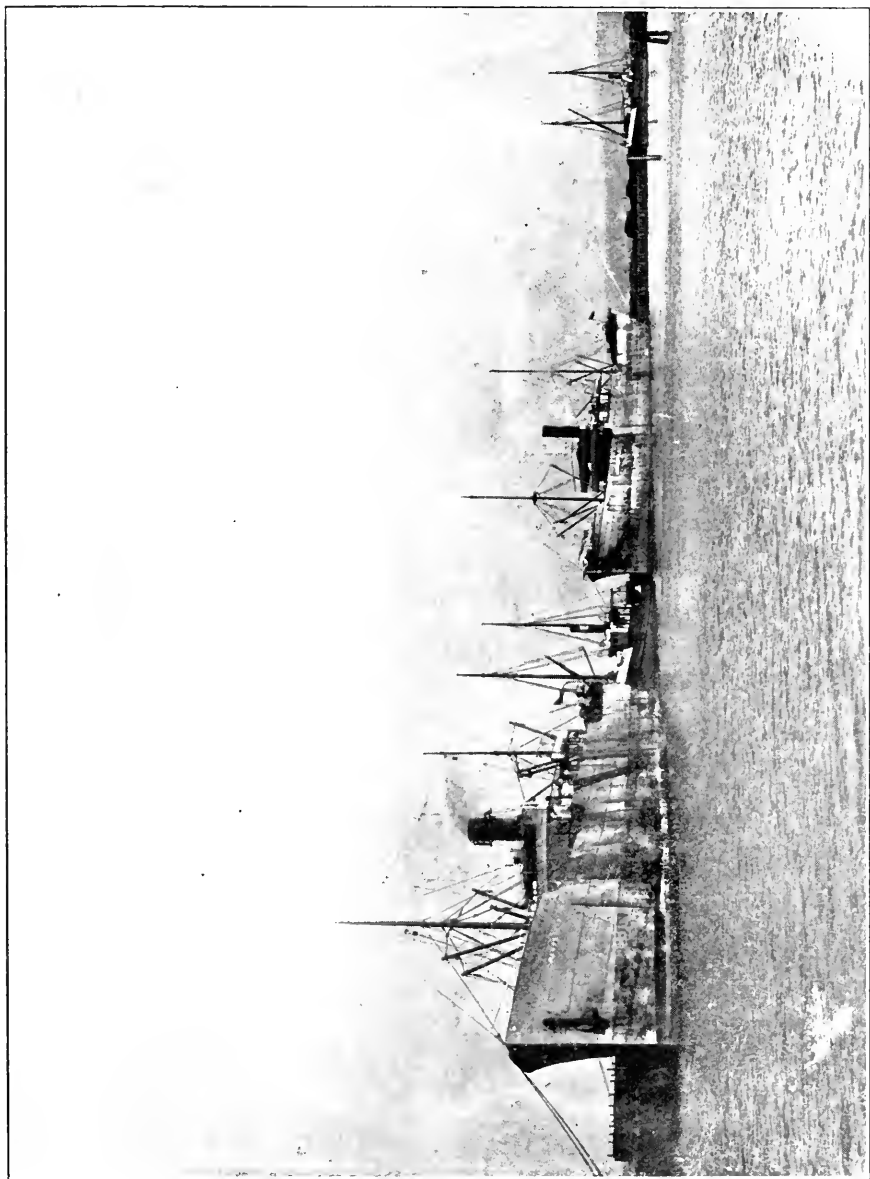
Carload of rock from quarry for jetty construction.



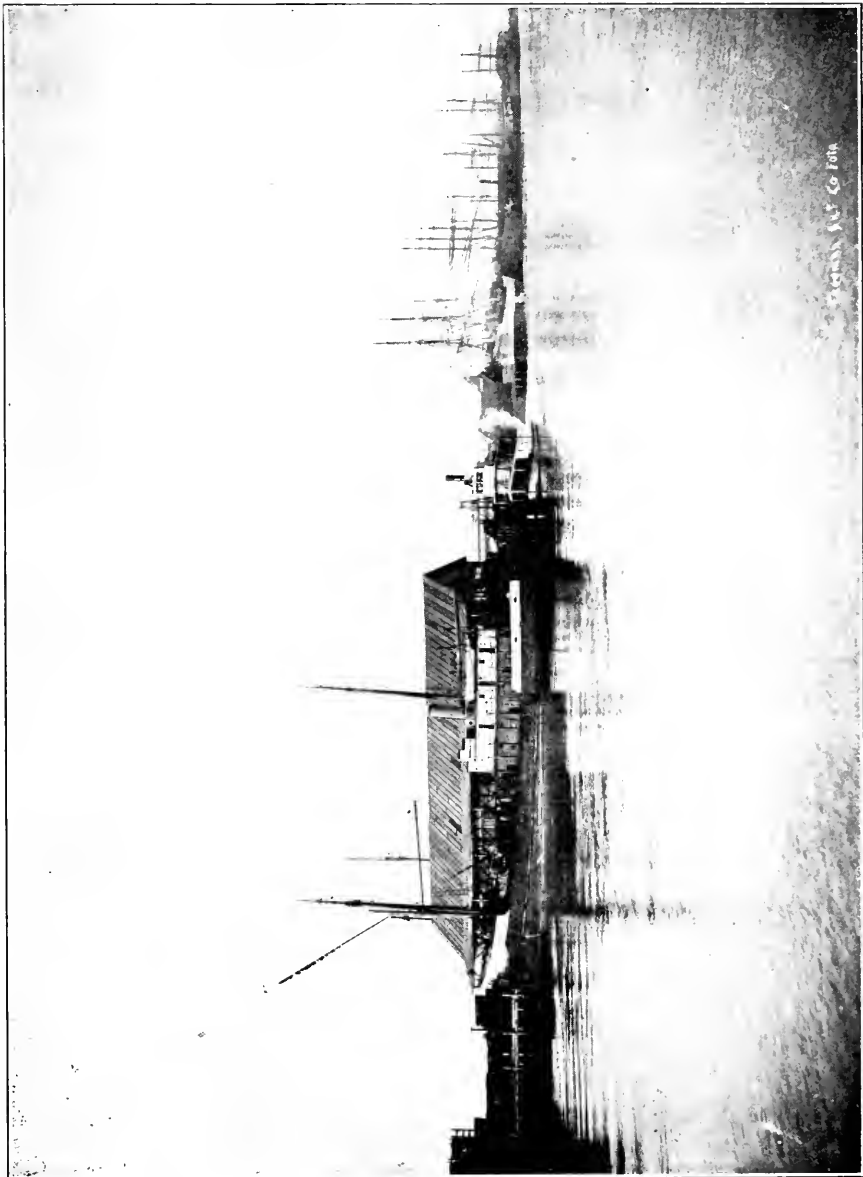
South end of jetty, looking shoreward.



Field's Landing, Humboldt Bay, California.

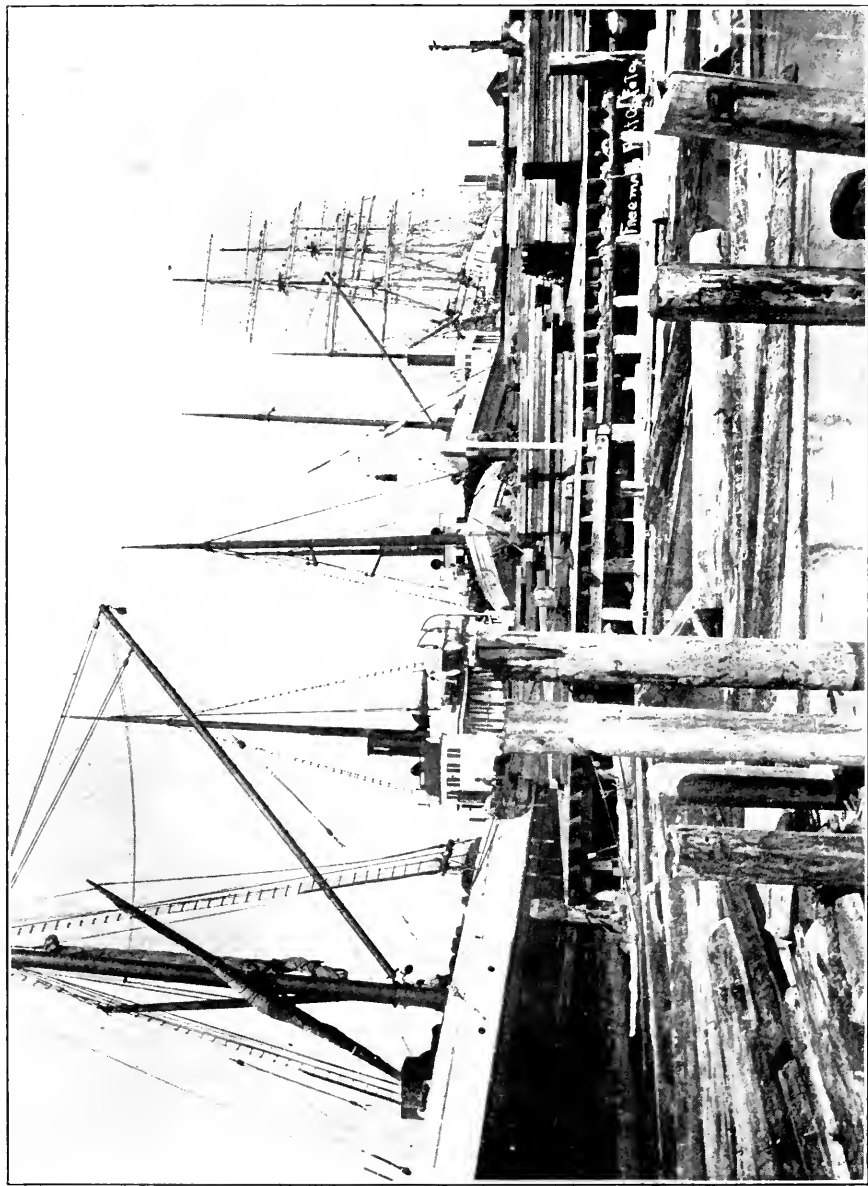


Steamers at Arcata wharf, Humboldt Bay.



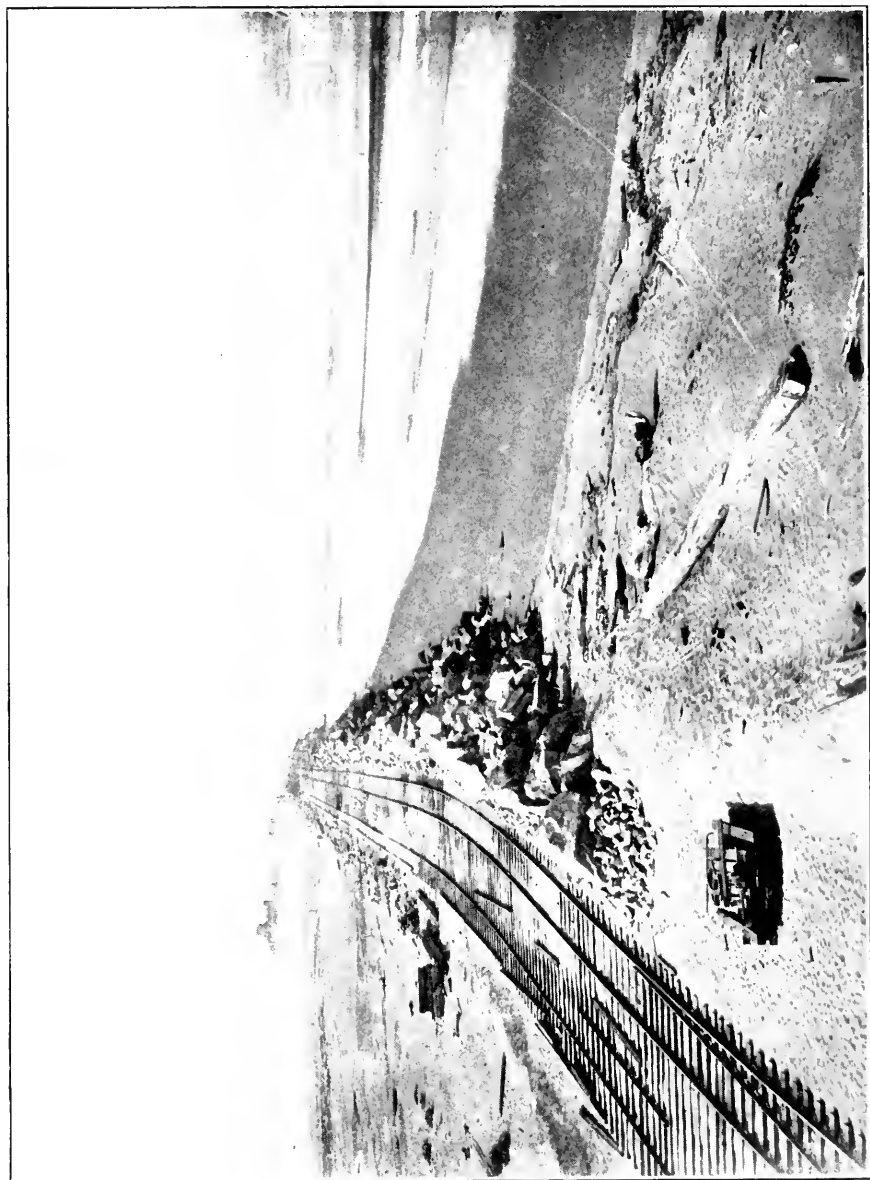
Samoa wharf, Humboldt Bay, California.

W. H. & C. Co. Eds.



Shipping, Bayside mill, Eureka, California.





South jetty at beginning of work this year, 1912.

## LETTER OF TRANSMITTAL.

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EUREKA, CAL., August 21, 1912.

To Hon. HIRAM W. JOHNSON,

*Governor of the State of California.*

YOUR EXCELLENCY: In accordance with the provisions of section 2592 of the Political Code, the Board of State Harbor Commissioners for the Port of Eureka respectfully submits the following report for the two years beginning July 1, 1910, and ending June 30, 1912:

### EARLY HISTORY.

That the early explorers of the north Pacific coast failed to discover the entrance to what is now known as Humboldt Bay is conceded by the best authority upon the subject, though Drake's 1579 and Vizcaino's 1602-3 delineations of this particular portion of the coast show that both these navigators were very close to discovery.

While noting quite clearly on their rude charts the retreating curvature of high land between Cape Mendocino and Trinidad Head, both of which points they located quite accurately, the stretch between appears to have been given over by them as a continuous beach everywhere closed to the sea.

The first published sketch of the bay known to exist appears in a Russian atlas compiled in 1848 by Tebenkof, the name therein given to this sheet of water being the bay of Rezanof. This sketch, or more properly speaking, chart, was originally drawn by Captain Jonathan Winship of the American brig *O'Cain*, who, while under charter to the Russian-American Company for an otter hunting expedition along the Pacific coast, entered the bay in 1806, remaining long enough to explore the enclosure and to prepare a most satisfactory chart of it.

Between 1806 and November, 1849, when a party coming from the interior to the coast came upon this particular body of water, there appears to be no history of intervening visits, though it is not unlikely that other fur-hunting parties on the coast may have brought their vessels into the bay, as some of the early settlers of Humboldt County have stated that upon their first arrival here there were evidences along the shore showing that years before wood had been cut with implements, known only to civilized man. The inland party of November, 1849, passed on down the coast, the remnant eventually reaching San Francisco.

The first approach from the sea, and which laid the foundation of the population which has followed, was that of a party which entered

the bay, April, 1850, on the schooner *Laura Virginia*, then under command of Lieutenant Douglas Ottinger of the United States Revenue Service, and at this time Humboldt Bay received the name it now bears. Numerous vessels carrying settlers followed closely upon the *Laura Virginia*, and almost immediately there was a commerce of considerable magnitude. Steam was early in the field. The first published reports of shipping began with 1854, and through this year shipments of lumber to domestic ports, as well as foreign, were freely made, showing that much enterprise had been manifested in the preceding four years of settlement at the several points on the bay. The first full rigged ship to enter the port arrived January 1, 1855, being the ship *Louisa*, Captain Ross commanding, which sailed later with a cargo of lumber for Melbourne, Australia.

Until 1889 the entrance to Humboldt Bay was subject to such changes as wind, wave, and shifting sand might effect, the depth of water and course of channel varying greatly at times. In this year jetty work was begun by the general Government, about ten years being consumed in its construction, the cost of same amounting to more than \$2,000,000. At the termination of its work the course of channel into the bay was practically controlled, and a greatly increased depth of water prevailed in the channel. As a result, vessels of a large size could enter and depart freely, direct shipments of cargo being made to any part of the world where markets could be found.

While the jetty work immediately at the harbor entrance is almost intact, that part of it projecting seaward has been seriously impaired by the action of the sea, and the general Government in March, 1912, began work of restoring it to its former efficiency, at an estimated cost of \$1,037,400.

#### WORK OF THE BOARD.

As the action of heavy seas coming in onto the coast (as a result from offshore disturbances), tends to hammer the sands into the entrance of the barred harbors such as this, the only means to overcome such wave action lies in the amount of pent-up tidal water and added influx from contiguous streams that may be discharged twice daily during the out-run of ebb tide.

Should the now frequent heavy wave action of these latitudes be continuons, the result would no doubt be to close entirely during the dry season the entrance to a bay such as ours, and, in fact, during long intervals of heavy seas the shoaling upon the outer bar is rapid and most marked. But happily the action of the sea is intermittent, while our force of combat, the ebb tide, works twice each day without intermission. While the tidal prism is kept at its maximum, time, as proven, demonstrates that interruption to navigation may be rendered tem-

porary according to the length of disturbance from offshore seas and the intervals of mild weather between.

It is plainly apparent that the utmost area of tidal prism of a barred harbor such as Humboldt Bay is most desirable, and its preservation should be most jealously guarded. This Board considers that such preservation of tidal prism is the most vital and important matter committed to its charge, and its line of work has been largely in this direction.

State of last biennial report a number of permits have been given authorizing the construction of new wharves; also extensions from, and repairs to, older ones, all within the pierhead lines as established by the United States War Department.

Important improvements have been made at several points on the bay, and water front conditions are now better than ever before. Dredging to channels has been done in some instances by the general Government, and in others at private expense. There are several points of confluences of channels where shoals exist, and the removal by dredging of these obstructions would greatly add to the navigability of the bay.

#### EXPENDITURES.

During the past two years, the disbursements have been kept well within the limits of authorized funds. Contingencies may arise in the future calling for more expenditure, and we therefore would recommend that the amount now authorized by law for the expenses of this Board of Harbor Commissioners be continued at the same figure.

We respectfully submit herewith statement of traffic in and out of the port of Eureka, for the two years ending June 30, 1912.

W. H. H. HECKMAN,  
H. H. WOODCOCK,  
A. OHMAN.

Board of Harbor Commissioners, Bay of Humboldt.

## EXPORTS SHIPPED OVER HUMBOLDT BAR DURING THE PERIOD COVERED BY THIS BIENNIAL REPORT.

		Value.
Lumber products, feet-----	743,652.148	\$11,689,529 00
Tanbark, cords-----	4,794	83,895 00
Live stock, head-----	4,001	111,409 00
Dressed meats, carcasses-----	839	8,390 00
Gluestock, tails, trimmings, etc., sacks-----	4,781	31,434 00
Pelts and hides, bundles-----	9,131	82,179 00
Leather, rolls-----	6,100	450,076 00
Butter, no. 1-----		18 04
Fruit, green, boxes-----	12,304	55,125 00
Fruit, dry, boxes-----	3,291	16,125 00
Cider, barrels-----	159	1,113 00
Cider, cases-----	355	887 00
Vinegar, barrels-----	120	1,200 00
Fish, fresh, canned, and salted, pounds-----	5,019,525	555,997 00
Crabs, sacks-----	6,584	32,920 00
Clams, sacks-----	42	42 00
Oysters, cases and barrels-----	2,912	38,002 00
Frogs, cases-----	18	450 00
Miscellaneous freight, tons-----	21.171	682,138 00
		<u>\$17,648,802 00</u>

During this time the arrival and departure of vessels numbered 3,760, carrying 67,254 passengers.

### CONTINGENT EXPENSES TWO YEARS.

*From July 1, 1910, to June 30, 1912.*

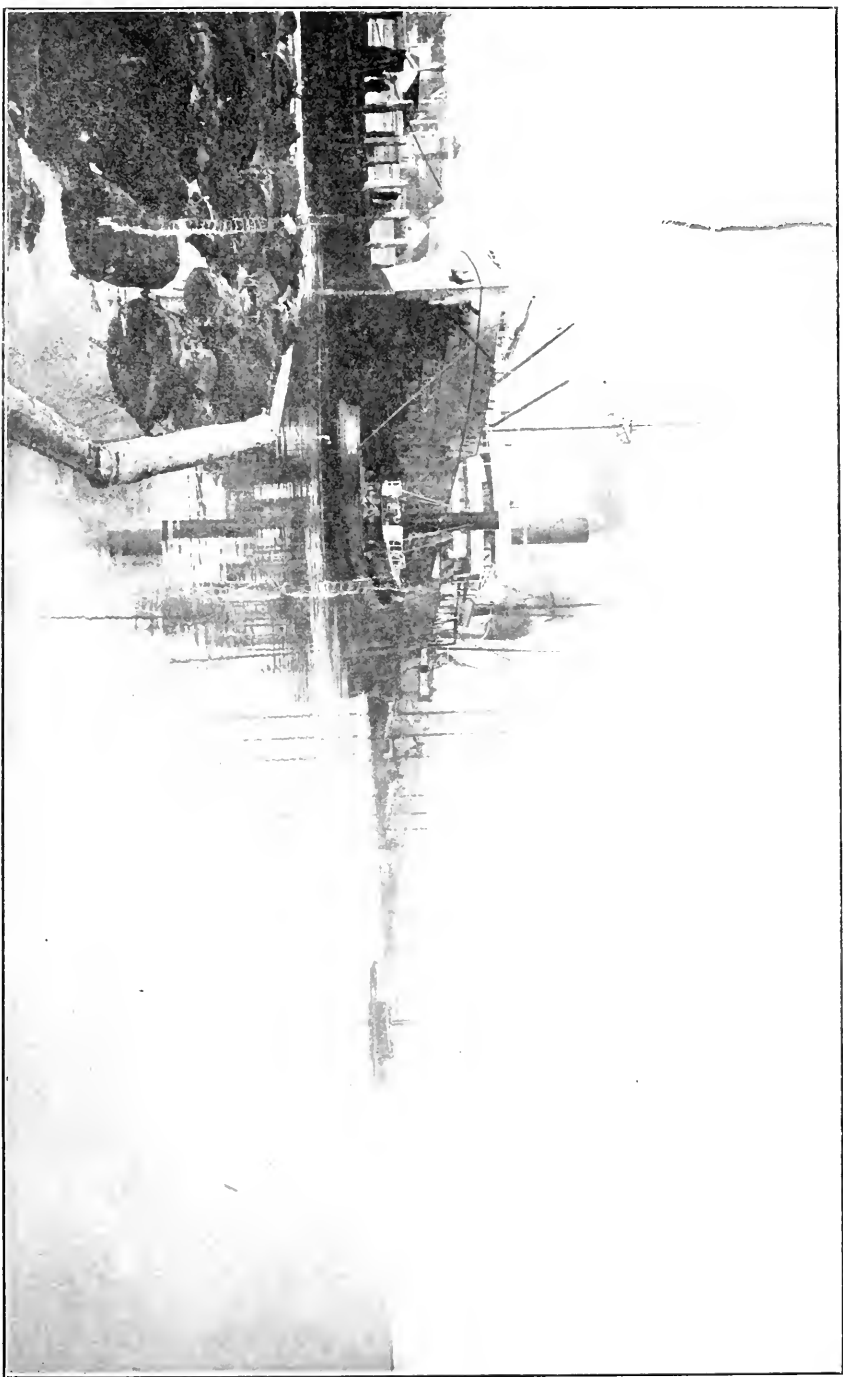
Supplies, printing and stationery-----	\$886 85
Office rent-----	447 50
Telephone and telegraph-----	136 25
Fixtures-----	171 49
Buggy and launch hire, commissioners-----	96 00
Fuel and lights-----	59 15
Janitor service-----	88 50
Expense account of harbor master-----	254 55
Total-----	<u>\$2,140 29</u>

### SALARIES.

*From July 1, 1910, to June 30, 1912.*

Three commissioners, \$400 per year-----	\$2,400 00
Secretary, \$1,000 per year-----	2,000 00
Harbor master, \$1,200 per year-----	2,400 00

During this period the Board has held forty-two sessions.



Dolbeer & Carson Wharf, Porecka, Humboldt Bay.

